To His Excellency,

The Right Honorable, The Marquis of Lorne,

K. T., K. G. C. M. G., &c., &c.,

Governor General of the Dominion of Canada:

The Memorial of the Citizens of Halifax and of the Chamber of Commerce of the City of Halifax, setting forth the necessity of making Halifax the Winter Port of Canada,

Humbly Sheweth:

THAT from the date of the Declaration of Independence of the United States of America, which shut out the Canadas from the ocean in winter except through a foreign country, or over an almost impassable wilderness, the need of an outlet for that portion of the British territory in North America has been a very important consideration of its inhabitants, and its accomplishment the aim of succeeding generations of Canadian statesmen.

That during the war of 1812-14, Upper and Lower Canada were almost cut off from the Maritime Provinces and the ocean, from the close of navigation in December till its opening in May, and were thus largely deprived of assistance from the Lower Provinces and the Mother Country during the winters of 1813 and '14, continuing them in a position of great danger from want of an adequate means of inter-communication.

That during the Canadian Rebellion of 1837, British troops were compelled to march overland from New Brunswick to Lower Canada, entailing great distress and suffering, and, in some cases, even fatal consequences; and at this crisis the subject of a Union of the Provinces, with its natural result, railway communication, was forcibly advocated by Earl Durham, who wrote: "The formation of a railroad from Halifax to Quebec would entirely alter some of the distinguishing characteristics of the Canadas. Instead of being shut out from all direct intercourse with England during half the year, they would possess a far more speedy and certain communication throughout the winter than they now possess in summer."

That all successive proposals for a Union of the British Provinces into one combined federation contained, as an imperative condition, the construction of an inter-provincial railway, without which, it was asserted, no union could take place, as on railway communication depended the *common safety and the common advancement* of the united country.

That this possible construction of an inter-provincial railway thus placed before the inhabitants of the Canadas and Lower Provinces, was for many years looked upon and sought after by the leading public men and successive administrations of the several Provinces, and permeated the public mind as the grand central benefit of a united British North American Confederation.

That during the Trent difficulty the feeling of isolation among the people of British North America, and particularly of those of the Province of Canada, was intense, and the imperative necessity of the hour was felt, and declared to be, communication by railway between the ocean and the west over British territory, for want of which, at this critical time, Her Majesty's troops were forced in mid-winter to journey overland in sledges to Quebec; and from day to day the total stoppage of commercial intercourse between the Canadas and the Atlantic Provinces was imminent, threatening entire suspension of business relations between the Western Provinces and the world, and thus, for the time, completely prostrating the export and import trade of British America west of the Bay of Fundy.

That in the year 1864, while a Conference of public men of Nova Scotia, New Brunswick, and Prince Edward Island was about to meet to discuss the important question of a Maritime Union, the Canadian Government requested permission to send delegates to bring before the Conference the larger question of Union of all the Provinces of British North America, which, it was hoped, would reconcile the serious conflict of interests in the Western Provinces, and at the same time confer great benefits on the Maritime Provinces.

That during the sittings of this Conference and the subsequent meetings in Charlottetown, Halifax, and other cities in the Lower Provinces, the tendency of the speeches delivered in public was that the common interests, the common safety, and the common advancement of the several Provinces, and especially those watered by the St. Lawrence River, lay in the direction of a union of resources to overcome common obstacles and meet common dangers. It was pointed out that serious dangers impended over Canada; that the United States, angered by the stubborn resistance of the Southern States, and the alleged sympathy with, and support offered to the seceding States by the British people, were threatening a policy of non-intercourse; also threatening the abrogation of the Reciprocity Treaty, and were compelling Canadians passing through the territory of the United States to use passports, and were imposing vexatious obstacles and conditions to the movement of passengers and merchandise to and from Canada over American railways, so that the position of Canada was found to be intensely humiliating to a high-minded, spirited and patriotic people. It was again, at this juncture, pointed out also that the national wants of Canada were a British port-outlet for the west during the sealing of the St. Lawrence by ice for nearly half the year, and an inter-provincial railway to connect the outlet with the great west.

That at the General Conference of delegates held in the City of Quebec, which Conference included representatives from the Canadas, Nova Scotia, New Brunswick, Prince Edward Island, and Newfoundland, the first resolution read thus: "The best interests and present and future prosperity of British North America will be promoted by a Federal Union, under the Crown of Great Britain, *provided such union can be effected on principles just to the several Provinces.*"

That by the Terms of the Union of the Provinces it was provided that the Intercolonial Railway should be constructed to carry out the principles enunciated by the projectors of the Confederation, viz., to afford an outlet and inlet for Canada *via* the port of Halifax, which would thus become the winter port of Canada, from whence the products of the west would be shipped, and through which the imports destined for the Western Provinces would pass to the great cities of the interior without interference or obstacle, thereby building up a great traffic on a railway to be owned in the country, passing through and building up our own territory.

That these pre-confederation promises were made by the statesmen who were engaged in the preparatory work of laying the foundations for and building the superstructure of the Canadian Dominion, is abundantly manifest from the annexed extract of speeches delivered during the years 1864-65 and '66, by Sir George E. Cartier, Hon. George Brown, Sir John A. Macdonald, Sir E. Tache, Hon. A. T. Galt, Sir Charles Tupper, Hon. A. G. Archibald, and others, to be found in the publications of the day, and from the records of debates in the Legislatures of the Provinces of Canada, Nova Scotia, New Brunswick and Prince Edward Island, as well as of the British Houses of Parliament, as reference to printed documents will amply substantiate.

That the said promises, and the conditions of the Terms of Union, were made in good faith by the statesmen of Canada, were first solemnly ratified by the several Parliaments of the Provinces, and subsequently re-affirmed by the Dominion Houses of Parliament, thus becoming a *solemn and binding compact.*

That the said promises and the conditions of the Terms of

Union were accepted in good faith by the people and the representatives of the people of the Maritime Provinces, and were implicitly believed in by the large proportion of the people who were favorable to the Union, and many of those who were conscientiously opposed to it were induced to forego their dissent, solely on the faith of the construction of the Intercolonial Railway from the cities of the west to the tide waters of the Atlantic in Halifax harbor, so as to make a national highway through the Provinces of Quebec, New Brunswick, and Nova Scotia, and by vitalising the trade and commerce of the Lower Provinces, compensate in some degree for anticipated disadvantages and possible losses, which were feared might arise from the proposed connection.

That during the construction of the railway, the people of the Maritime Provinces continued to feel confidence in the continued promises and engagements of the statesmen of Canada, and looked forward with joyous anticipation to its completion when, in the ordinary course of events, the National railway would fulfil its obligations to the people of the Maritime Provinces, who cheerfully bore the burdens entailed, not only by the construction of this great work, but of the other large expenditures of the General Government on Canals and other internal improvements, thus fulfilling their share of the contract.

That during the first few years of the operations of the railway, while the people of the Maritime Provinces did not realise the expectations based upon the engagements of the Dominion Government, as the successors of the statesmen who framed the compact, they were willing to make all needful allowances for perfecting connections and removing obstacles in the way of the complete fulfilment of the promises made, and constantly reiterated, to develop the import and export trade of Canada, *via* the national winter port of Halifax.

That further evidence of the intentions of the statesmen of Canada to build up a Canadian winter port is given by the present Premier of the Dominion, who, in a letter addressed to Sir Charles Tupper so late as January 1878, writes: "I have been much pleased to see the energy with which the people of Halifax have taken up the interests of their fine harbor. No effort, in my opinion, should be spared to build up an Atlantic port in the Maritime Provinces with the trade and traffic of the Dominion rather than a foreign one. I feel a personal interest in this matter, as being responsible, with my colleagues for the construction of the Intercolonial Railway and the location (for which I was so heartily abused.) I am therefore naturally anxious to see the railway a success financially and otherwise, and that can only be secured by directing as large a volume of traffic as possible towards and over it, and thus developing and extending the trade of its great terminus at Halifax. I hope the Government will be induced to make an extra effort for the purpose. If they do not, they will fail of their duty, and will be reminded of their failure at the next general election." About the same time Sir Charles Tupper, in his speech at Richmond, said: "There is one other thing that I feel called upon to say, and it is this: while we are deliberating upon the general question, which interests not only this city or county but the whole Dominion as well, whether it (the business of Canada) is to be allowed to go to build up a port in the United States. With such a question before us, why chaffer about a few pence? Suppose we could accomplish such an object as that, what would it matter even though for a time we did not pay running expenses? In dealing with a question of this nature, we should not come down to too fine a point. . . . But, gentlemen, it will not be long before there will be a change in the Government of this country, and then with the men who have stood nobly by me in the past, we will place the terminus where it ought to be—at West's wharf, and you will see built, not by them but by us, a terminus, with a grain elevator and everything needed to make a real water side terminus."

That three years have elapsed since those declarations were made. No elevator has been built, the trade and traffic of the Dominion still goes to enrich foreign ports, instead of being directed towards the Intercolonial and over it, so as to develop and extend the trade of its great terminus at Halifax.

That while the manufacturers and merchants of the Provinces of Quebec and Ontario have been enabled, by means of the Intercolonial Railway, to pour their products into the Maritime Provinces, thereby militating against the home trade of those Provinces, and causing so much dissatisfaction, that serious discontent will arise in the future unless such reciprocal advantages be granted in the working of the Intercolonial Railway, as those now prayed for by your memorialists.

That ample time has now elapsed since the building of the Intercolonial Railway and the clearing away of the difficulties, which at first beset the rapid and regular running of the trains, and the patience of the people of the Maritime Provinces is well nigh exhausted, when they experience the continued delays in the complete carrying out of the agreements and promises in making a national outlet *via* the port of Halifax; and a feeling of alarm, almost amounting to consternation, has taken hold of our people in witnessing freight which for two winters had been landed at Halifax for transmission over the Intercolonial Railway, carried to a foreign port, thus losing to the road the temporary ground gained—in fact, almost entirely abrogating the whole conditions entered into by the Government of Canada in these particulars, and damping the hopes and expectations based upon the engagements of the Dominion compact.

That it was never contemplated by the Terms of Union that Canadian Government subsidies should be used to build up and encourage lines of steamers to divert freight and passengers from Canadian Government Railways to those of a foreign country, as is now being done, thus undoing that, which in the determination of Canadian statesmen at the time of making the Union compact, (and since re affirmed,) was one of the very foundation-stones of Confederation, viz., the building up of Canadian ports for the inlet and outlet of commerce east and west over British Canadian Territory.

That the people of the Maritime Provinces consider the good faith and National honor of the Government of the Dominion of Canada is bound up with the complete and satisfactory fulfilment of the Terms of the Union compact, not only in the letter, but in the *spirit* of the terms.

That until the spirit of those terms so clearly promised, confidently accepted, and implicitly believed in, are carried out in the completion of the equipment of the Intercolonial Railway at the national outlet, by means of grain elevators and terminal facilities, as provided and possessed by other first-class roads, and by ceasing to grant subsidies to steam lines whose operations are injuring Canadian trade by diverting traffic from Canadian ports and Canadian railroads, the people of the Maritime Provinces consider that the Terms of Union have not been fulfilled, and that the conditions of the solemn compact have not been kept.

That, in addition to the promises of completing proper facilities at the winter Atlantic outlet of the Dominion, it would naturally seem to be the duty of the Government to use all means to induce and develop the export and import trade of Canada over the National highway, as was promised, not only when propounding the scheme of Confederation, but from that date down to the present hour, and by any and all inducements to deepen and widen the channel of traffic on their own railway and over their own territory.

That it has been proved by the experience of the past three winters that the Intercolonial Railway can be operated greatly to the advantage of the import and export trade of the Dominion, for while other railways on this continent have been blocked by snow-storms, and traffic completely stopped, the trains of the Intercolonial Railway have not experienced any serious stoppages, but have made regular and rapid passages to and from Halifax and Quebec; so there is no reason to doubt that by means of proper facilities, enterprising management, and generous inducements, ultimate and complete success will attend the carrying out of the original intentions of the founders of the Union compact, in making Halifax the outlet for the products of the great west.

That the data of the Railway Department can confidently be appealed to, to show the satisfactory performances of the road, and that no insuperable obstacles exist to the carrying out of its manifest destiny; that passengers, mails and freight, *via* Halifax, have been landed in Quebec and Montreal in many cases before the steamers which brought them across the Atlantic had arrived at Portland or Boston; and that from two to seven days' time have been saved by landing freight for Quebec and Montreal at Halifax for transit over the Intercolonial Railway.

That the export trade of Quebec, New Brunswick, Nova Scotia and Prince Edward Island, will be largely developed by making Halifax a Terminal point for a line of Steamers to Europe. This, with proper facilities given by the Intercolonial for the carriage and loading of grain, will attract shipping to this Port; thereby not only aiding in that development, but also giving to the Wheat producing Provinces, an additional and truly independent winter outlet to Europe; an outlet, your memorialists are quite certain when properly tested, will strongly recommend itself to shippers of produce requiring quick despatch in transmission.

That the people of Nova Scotia would point to the capacious and safe harbor of Halifax, with its well-lighted and easy approaches; open at all seasons of the year; with no extreme tides; with deep water at all times; with low port charges, and low rates of insurance; its proximity to Europe, being the nearest available port on the continent, involving a great saving of time and money; its abundant supplies of cheap coal;—these, with other advantages, all tending to perfect its claims to be considered as well worthy of being the *National Winter Port of the vast Dominion of Canada.*

That the enterprise of the people of Nova Scotia and New Brunswick, being maritime communities, has developed a magnificent fleet of ships, which now sail on every sea seeking freights in foreign ports; and many of these ships would at once enter into the carriage of the products of Canada, if suitable cargoes could be obtained at Halifax.

That the Intercolonial Railway from its location, connecting the unrivalled port of Halifax with the vast system of Canadian railways at Quebec, passing through three provinces, besides being within two hours' steam of another province, and having close railway connections with all the towns and cities east of Quebec, is the only railway line in existence, or that can possibly be constructed or operated to fulfil the promises and engagements of Confederation; so that there is not, nor can there be, any differences of opinion as to the real merits of the National railway line, or its natural outlet at the harbor of Halifax.

That for these reasons and for others which are so well known that it is needless further to recapitulate, your memorialists would again ask the fulfilment of not only the *letter* but the *spirit* of the Union compact, entered into by the Government of the Dominion of Canada, and from time to time repeated in the following particulars:

The completion of the Intercolonial Railway as a thoroughly equipped road, by providing elevators and other terminal facilities for the handling and storage of grain and other products of the West.

The making of such through freight rates as will enable the railway to compete successfully with other lines for the carriage of the products of the West.

The appointment of active and enterprising agents to induce and develop traffic over the road, from the producing and distributing points.

The stipulation that the line of steamers which receives the Dominion subsidy for the carriage of the ocean mails, have its terminal point at Halifax, when the St. Lawrence route is closed.

That in conclusion, your memorialists would again appeal to the accompanying extracts of Speeches of the Public Men of Canada, and contrast the promises made in these speeches with the present conditions of their fulfilment in connection with Halifax as the winter port of Canada.

That your memorialists would also appeal to the public records of the British Parliament, to the public records of the Dominion of Canada, and to the public records of the Provinces now confederated, to show forth the obligations entered into to induce the people of the Maritime Provinces to unite with the Western Provinces for the *common safety* and the *common advancement* of all portions of the country, on *principles just to the several Provinces.*

That your memorialists would appeal to the national honor, to the pledged good-faith and the common justice of the Government of the Dominion, all of which are involved in the carrying out both of the letter and of the spirit of the Terms of the Union compact, as understood by the people of Canada in 1867, and which has been re-affirmed at various times by leading statesmen of the Dominion.

That your memorialists would seek to invoke a return of the spirit evinced in 1864-5-6, when the very existence of Canadian trade and commerce was felt and stated to be dependent on the fiat of a foreign and, a then not friendly country, and when the determination was expressed, as the united voice of the whole country, that Canadian trade should be freed, at any cost and at any sacrifice, from the humiliating necessity of carrying it on through an alien country, which might become hostile at any moment. No sacrifice was then considered too great; no contemplated expense was considered unreasonable; no commercial principles, at the expense of patriotism and national honor, were allowed for a moment to interfere with the determination to have a Canadian outlet for the products of Canada, and a Canadian railway to convey these products to the ocean.

That your memorialists would finally appeal to the Government of Canada to fulfil its *oft-repeated declarations*, to be true to its engagements, to do those things which alone can make our country a self-contained nationality, under the flag of the Empire, combining within itself all the elements that conduce to prosperity, freeing it from all dependence on a foreign country for outlets and inlets for its trade and commerce; and thus building up into one grand whole, perfect in all respects, a country worthy of the great nation from which it sprung, and of which it forms so conspicuous a part, and whose living principles are those of national freedom, eternal honor, and perfect justice.

And your memorialists will ever pray.

So Stephen Tobin
Mayor of Halifax

So John Doull
President
Halifax Chamber of Commerce

So W C Silver
Chairman
Joint Committee

So W A Lindsay
Secretary
Joint Committee

EXTRACTS FROM SPEECHES REFERRED TO.

In Sept. 1864, at a Banquet given in Halifax, Hon. George E. Cartier, Attorney General for Lower Canada, said:

"Have you any objections to be absorbed by commerce? Halifax through the Intercolonial road will to the recipient of trade which now benefits Portland, Boston and New York. If you are unwilling to do all in your power to bring to a satisfactory consummation this great question (the Union), you will force us to send all our trade, (which you ought to have) through American channels. Will the people of Nova Scotia and New Brunswick be better off because they are not absorbed by commerce or prosperity? It is as evident as that the sun shines at noon, that when the Intercolonial Railway is built,—and it must necessarily be built if that Confederation takes place,—the consequence will be that between Halifax and Liverpool there will be steamers almost daily leaving and arriving at the former,—in fact there will be a ferry between Halifax and Liverpool." (Cheers.)

In St. John, N. B., during the same month and tour, Sir George Cartier said:

"Canada has population and territory sufficient to make a great nation in course of time. But she wants what the lower provinces possess,—an outlet to the sea. As the lower provinces now stand, they are comparatively weak and powerless, and the wealth, labor and industry which Canada possesses go in a great measure to enrich such Cities as New York, Boston and Portland. This must continue to be the case until the Intercolonial Railway shall be built."

In Montreal on the 29th October, Mr. Cartier said:

"I must repeat to you what I stated while in the Lower Provinces, that while we possessed the personal and the territorial elements which go to constitute a great nation, we were wanting in the Maritime element. During six months of the year we had to knock at the door of our neighbor, in order to carry on our trade. This cannot be tolerated, *this Confederation must* be carried out. With our prosperity we are enriching the American States; whereas we ought to be enriching such harbors as St. John and Halifax."

On the 7th February, 1865, in his place in Parliament, Sir George Cartier used the following language:

"He had stated before and since in the Lower Provinces, that as far as territory, population and wealth were concerned, Canada was stronger than any of the other Provinces, but at the same time was wanting in one element necessary to national greatness—the Maritime one; and that owing to the large trade and commerce of Canada, extensive communication with Great Britain at all seasons was absolutely necessary. Twenty years ago our commerce for the year could be managed by communication with Great Britain in the summer months only. At present, however, this system was insufficient, and for winter communication with the seaboard we were left to the caprice of our American neighbors, through whose territory we must pass. He had also alluded to the bonding system, which, if the Americans were to withdraw, Canada would be left in winter without any winter harbors. . . . He maintained that it (Confederation) was necessary for our own common interest, prosperity and efficient defence."

At the Halifax Banquet, Hon. George Brown, President of the Executive Council of Canada, said:

"He agreed with the sentiments expressed by his friend, Mr. Cartier. He had no doubt that one of the first results of Confederation would be the construction of a railway from Halifax to the Pacific, affording an outlet to the Atlantic through British, and not through foreign, territory, for the rich products of Canada and the far West."

In Toronto, on the 3rd November, 1864, Mr. Brown said:

"We have agreed—I announce it frankly—to build the Intercolonial Railway. (Cheers.) I have not been in favor of that scheme *per se*, situated as we have been. But I have at the same time been quite willing to admit—and I repeat it heartily to-day—that without the Intercolonial there could be no union of these Provinces. (Cheers.) And after a careful consideration of the question in all its bearings, and after counting the full cost, I am prepared to advocate the building of that road in order to accomplish the great objects we have in view in the scheme of Confederation."

Subsequently, Mr. Brown at another meeting of the citizens of Toronto, said:

"That in view of the great objects Upper Canada sought, the Union should be accomplished if it cost half-a-dozen Intercolonials."

In his place in the Legislature of Canada, in 1865, Mr. Brown said:

"I am in favor of this Union, because it will give us a seaboard at all seasons of the year. It is not to be denied that the position of Canada, shut off as she is from the seaboard during the winter months, is far from satisfactory, and should the United States carry out their insane threat of abolishing the bonding system, by which our merchandise passes through their territory, it would be still more embarrassing. The Maritime Provinces are equally cut off from communication inland. Now, this embarrassment will be ended by Colonial Union. The Intercolonial Railway will give us at all times access to the Atlantic through British territory. . . . It will make Halifax and St. John the Atlantic sea-ports of half a Continent; it will insure to Halifax, ere long, the establishment of a line of powerful steamers, running in six days from her wharves to some point on the west coast of Ireland."

Sir John A. Macdonald, also one of the delegates to the Charlottetown Conference, said at the Halifax Banquet:

"I don't hesitate to say, that with respect to the Intercolonial Railway, it is understood that it can only be built as a means of political Union for the Colonies. It cannot be denied that the railway, as a commercial enterprise, would be of comparatively little commercial advantage to the people of Canada. Whilst we have the St. Lawrence in summer, and the American ports in time of peace, we have all that is requisite for our purposes. We recognize, however, the fact that peace may not always exist, and that we must have some other means of outlet if we do not want to be cut off from the ocean for some months in the year. We wish to feel greater security—to know that we can have assistance readily in the hour of danger. In case of a union, this railway must be a NATIONAL WORK, and Canada will cheerfully contribute to the utmost extent to make that important link, without which no political connection can be complete. What will be the consequences to this city, prosperous as it is, from the communication? Montreal is at this moment competing with New York for the trade of the great West. Build the road, and Halifax will soon become one of the great emporiums of the world. All the great resources of the West will come over the immense railways of Canada to the bosom of your harbor."

In his place in the Legislative Assembly of Canada, in 1865, Sir John (then Hon. Mr. Macdonald, Attorney-General,) next said:

"At this moment, in consequence of the ill-feeling which has arisen between England and the United States—a feeling of which Canada was not the cause—in consequence of the irritation which now exists, owing to the unhappy state of affairs on this Continent, the Reciprocity Treaty, it seems probable, is about to be brought to an end. Our trade is hampered by the passport system, and at any moment we may be deprived of permission to carry our goods through United States channels. The bonded-goods system may be done away with, and the winter trade through the United States be put an end to. Our merchants may be obliged to return to the old system of bringing in during the summer months the supplies for the whole year. Ourselves already threatened, our trade interrupted, our intercourse, political and commercial, destroyed, if we do not take warning now, when we have the opportunity, and, while one avenue is threatened to be closed, open another by taking advantage of the present arrangement and the desire of the Lower Provinces, to draw closer the alliance between us, we may suffer commercial and political disadvantages it may take long for us to overcome."

In a letter addressed to Sir Charles Tupper, January 9th, 1878, Sir John says:

"I have been much pleased to see the energy with which the people of Halifax have taken up the interests of their fine harbor. No effort, in my opinion, should be spared to build up an Atlantic port in the Maritime Provinces with the trade and traffic of the Dominion, rather than a foreign one. I feel a personal interest in the matter, as being responsible, with my colleagues, for the construction of the Intercolonial Railway and the location (for which I was so heartily abused.) I am therefore naturally anxious to see the railway a success, financially and otherwise, and that can only be secured by directing as large a volume of traffic as possible towards and over it, and thus developing and extending the trade of its great terminus at Halifax. I hope the Government will be induced to make an extra effort for the purpose. If they do not, they will fail of their duty, and will be reminded of their failure at the next general election."

Sir E. Tache, in his place as Premier of the Canadian Government of 1865, said:

"He would especially refer to the harbor of Halifax, and would ask honorable members to imagine an extensive roadstead, protected by several islands standing out in the sea, so as to break the force of the waves and quiet the waters in the worst of storms. This most beautiful harbor could accommodate more than 100 of the largest vessels; but this was not all, for at the north end, where it diminished into a gulf, between very deep water, you enter a large natural basin, moulded, as it were, by the compass, and of an extent sufficient to take in all the navies of the world. . . . Under the Union, Canada would become a partner in these advantages, and with the harbors of Halifax and Quebec, they might well feel proud of their country. On the whole, he thought that the Confederation of all of the Provinces had become an absolute necessity, and that it was for us a question of to be or not to be."

At the Montreal Dinner on 29th October, 1864, Hon. (now Sir) A. T. Galt said:

"He believed the Union would be productive of good to both Canada and the Maritime Provinces. If we want an open port, we could find it in St. John and Halifax."

In his place in the Legislature, in the Session of 1865, Mr Galt, then Minister of Finance, said:

"We may well look forward to our future with hopeful anticipation of seeing the realization, not merely of what we have hitherto thought would be the commerce of Canada, great as that might become, but to the possession of Atlantic ports, which we shall help to build up to a position equal to that of the chief cities of the American Union."

In the Provincial Assembly of Nova Scotia, in the Session of 1866, Sir Charles Tupper, then Provincial Secretary, said:

"What future can Nova Scotia have apart from a Union of B. N. America? Look at the comparatively insignificant position we occupy, and tell me, surrounded as we are by hostile tariffs, with a mere handful of population, what future we can look forward to, unless it is in connection with the consolidation of B. N. America under one government. Looking only at the commercial aspects of the question, at the expansion of our trade, and our great facilities for manufacture, is it a matter of surprise that the most intelligent men in this country have combined as they never have done on any other question? The geographical position we occupy can be of little service, and the great resources we possess are all comparatively useless and can never obtain full development, except as Mr. Howe has said, by making this Province the Atlantic frontage for a mighty British American country. Let us turn our attention to the question of an Intercolonial Railway. Great as may be its commercial advantages, though it may make Nova Scotia the wharf of B. N. America, everybody knows that it has been stated time after time by Mr. Howe as laying the very foundation of the security and advancement of B. N. America."

In a speech delivered in the House of Assembly in 1865, Sir Charles said:

"For twenty years all parties have been willing to admit that the construction of this work (the I. C. R.) was a matter of the most vital concern to the people of this country. I will not detain the House by going into any elaborate quotations by which the leading men of these Provinces have shown that they believed that the question of the Intercolonial Railway was fraught with the most important consequences to the advancement of the Province of Nova Scotia, and when I state to the House that after every effort had been tried and failed, this scheme of Union accomplished that work on terms such as no man had ever ventured to ask for the people, I feel that it is not only in the constitution of the House of Assembly and the Legislative Council, but also in respect to this great work that the delegates from the Maritime Provinces brought back the indisputable evidence of the earnest disposition of Canada to unite their fortunes with our own, in a common union, which should be beneficial to all. It is true that it was a matter of great importance for Canada to obtain this union—that it opened a door for the removal of the great difficulties that have distracted that country; and whatever may be the extent and resources of Canada, and they are inexhaustible, I might almost say illimitable, it can never occupy the position it should, except it has an outlet to the ocean. Therefore, it is not strange that the delegates from the Maritime Provinces came back with all the guarantees they could require for the advancement of the country."

In his speech at Richmond, delivered the 24th of January, 1878, Sir Charles Tupper said:

"There is one other thing that I feel called upon to say, and it is this: while we are deliberating upon the great question which interests not only this city or county, but the whole Dominion as well, whether it (the business of Canada) is to be allowed to go to build up a port in the United States? With such a question before us, why chaffer about a few pence? Suppose we could accomplish such an object as that, what would it matter even though for a time we do not pay running expenses? In dealing with a question of this nature, we should not come down to too fine a point. . . . . But, gentlemen, it will not be long before there will be a change in the government of this country, and then, with the men who have stood nobly by me in the past, we will place this terminus where it ought to be—at West's wharf, and you will see built, not by them but by us, a terminus, with a grain elevator and everything needed to make a real waterside terminus."

In a speech delivered before the Legislative Assembly of Nova Scotia, in 1865, Hon. A. G. Archibald, one of the delegates, said:

"I appeal to those who have always attached great importance to the completion of that work, (the I. C. R.) whether there was ever a time when the most sanguine advocates could have anticipated that it would be accomplished upon terms so advantageous to the Province as those now within our reach. Surely if there be any weakness in the other argument in favor of union, the prospect of the immediate realization of this great enterprise is one that ought to have great weight. The advantages that Nova Scotia would derive from the completion of the work have been so often dilated upon, that I do not consider it necessary to refer to them at the present moment, further than to say, that with Nova Scotia the great forefront of the Continent behind us; with Halifax the great entrepot of the markets of the Far West; with steamers running, not fortnightly but daily, to Europe; with the mail communication, not only of our own colonies but of the United States, passing over our soil; with all the commercial and national prosperity that such a state of things would produce, who can estimate the position we would occupy in a few years' time, should this union be accomplished."